Sounding Board Meeting #1

Center City Bike Network – Sounding Board

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June 30, 2015

SDOT
Seattle Department of Transportation

Our mission, vision, and core values

Mission: deliver a high-quality transportation system for Seattle

Vision: connected people, places, and products

Committed to 5 core values to create a city that is:

- Safe
- Interconnected
- Affordable
- Vibrant
- Innovative

Presentation overview

- Project background, vision and schedule
- Sounding Board process
- Existing conditions data and technical analysis
- Draft evaluation criteria

Why we're here

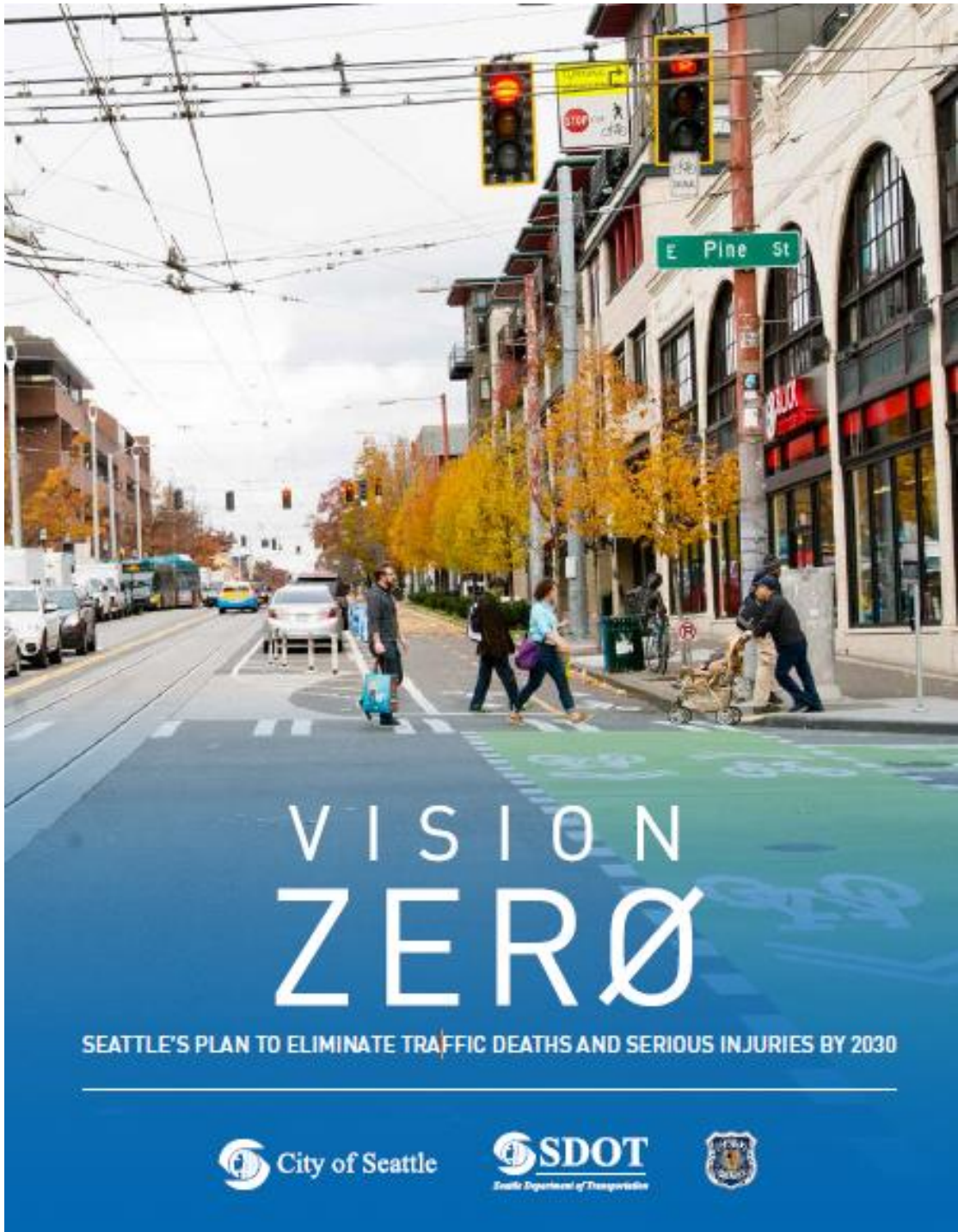
- Seattle is growing –need to accommodate predictable movement of people and goods
- Provide affordable transportation options
- Transform streets into safer and healthier public spaces

Vision Zero

Seattle's plan to eliminate traffic deaths and serious injuries

- Street designs
- Public education and engagement
- Targeted enforcement

www.seattle.gov/visionzero

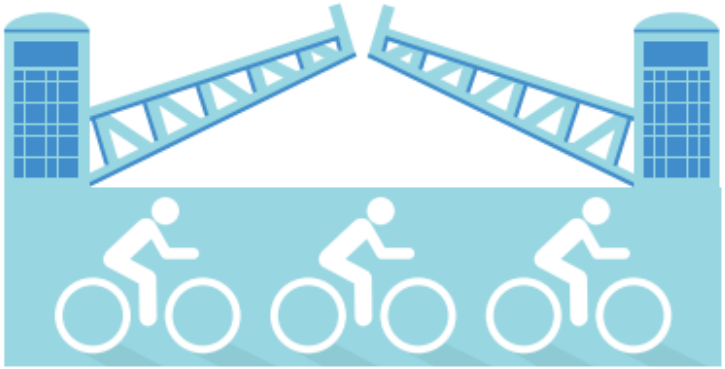


A bicycle network is one solution to help Seattle grow gracefully

INCREASE TRAVEL OPTIONS

69% of people commute downtown by transit, carpooling, biking, and walking.

Source: Commute Seattle Mode Split Survey



MEET GROWING DEMAND

Weekday bike volume at the Fremont Bridge was **up 10%** in 2014 compared to 2013

Source: City of Seattle permanent bike counter

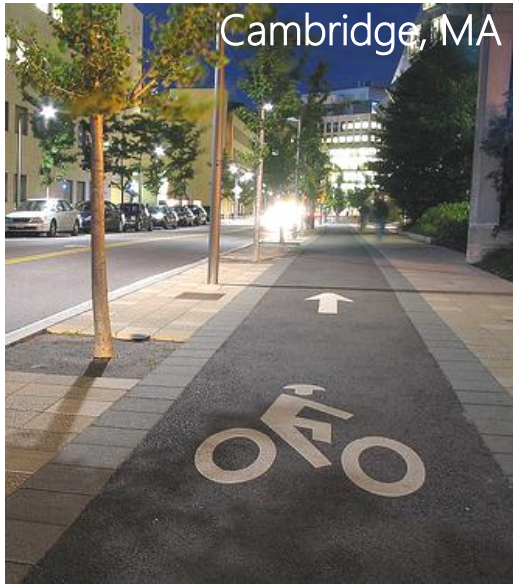
Our project vision

Build a Center City Bike Network that supports a vibrant Seattle by designing a safer, more predictable traveling experience for people walking, biking and driving downtown.

What is a protected bike lane?

Protected bike lanes separate people on bikes from people in cars and are distinct from the sidewalk

Examples around the U.S.



Examples around Seattle

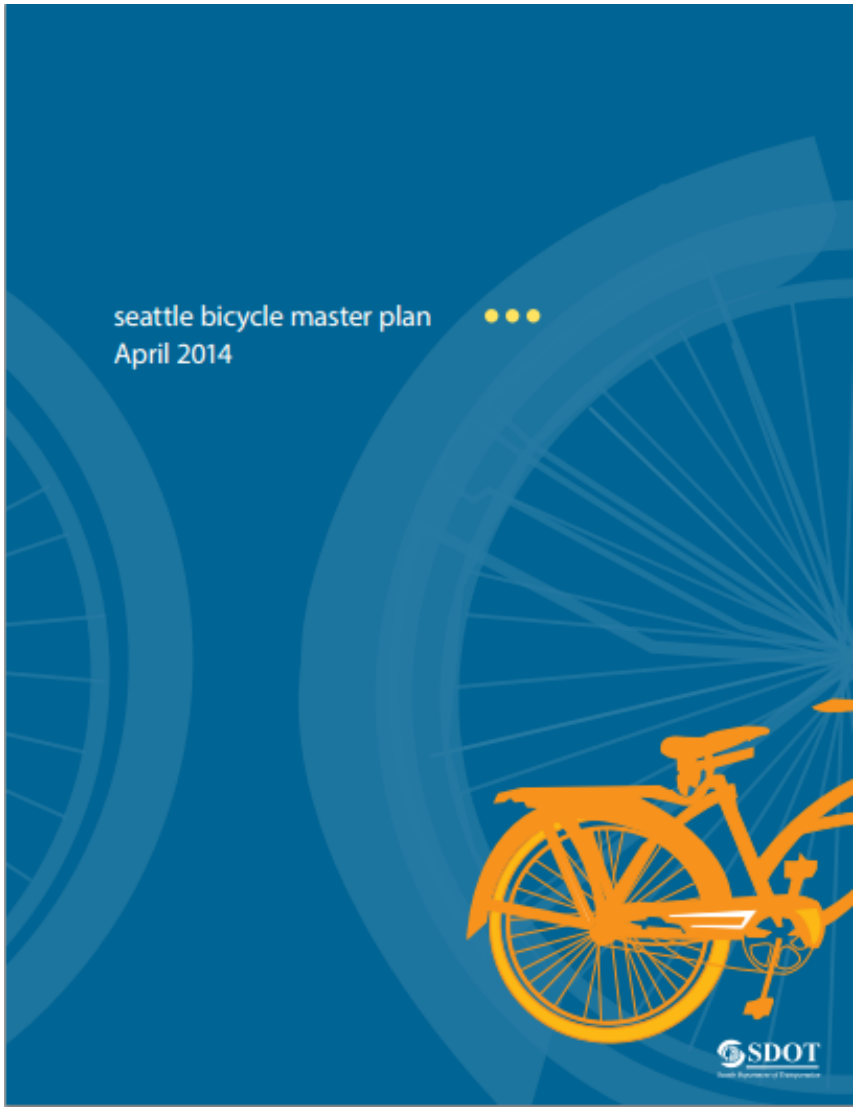
NE 40th St


Alki Ave


Cherry St

Broadway Ave

Project history



Project history

Second Ave Protected Bike Lane Demonstration Project

Photo credit: Cascade Bicycle Club

Center City Bike Network goals

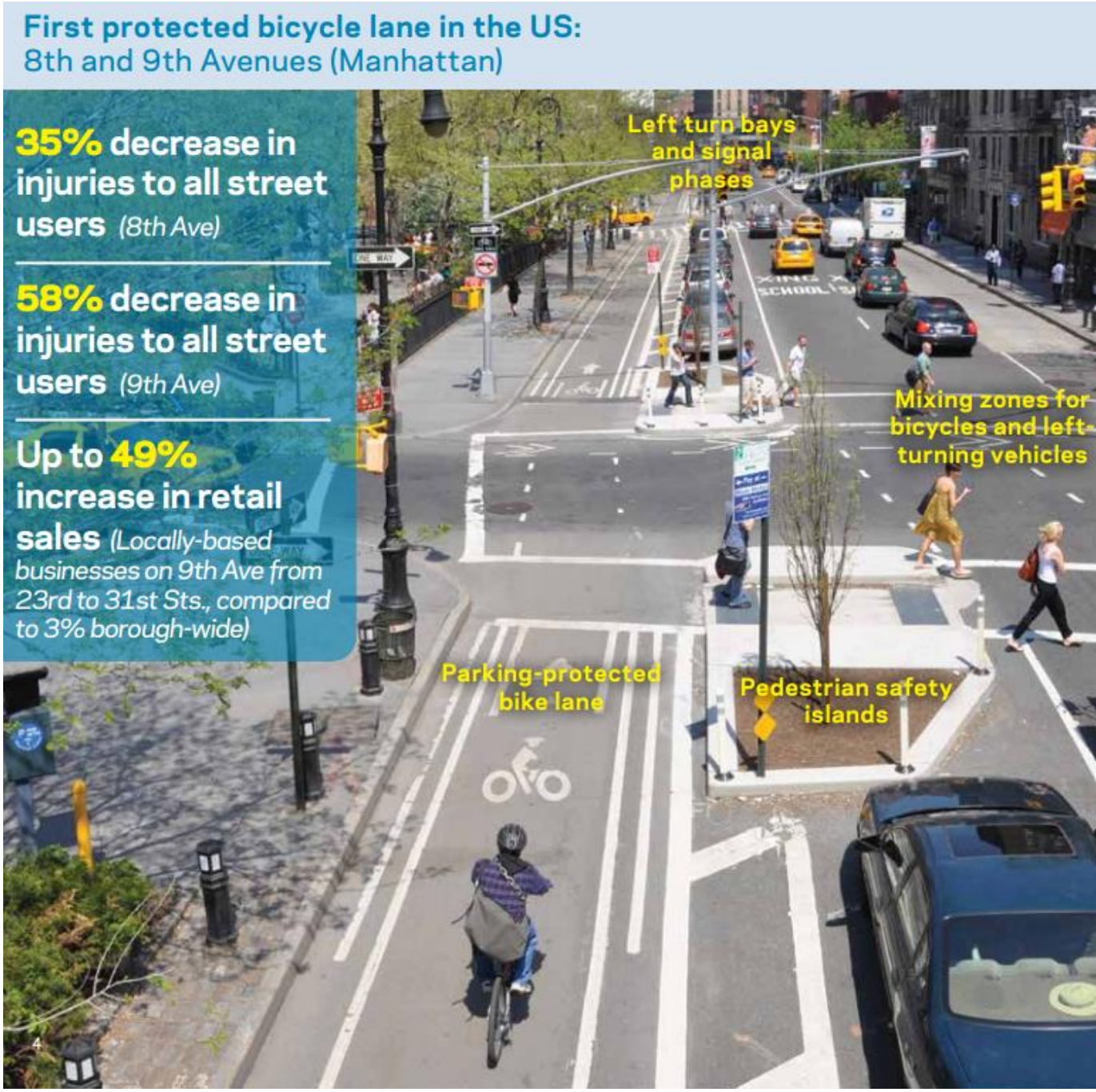
Improve **safety** and predictability by separating all modes of travel

Center City Bike Network goals

Expand **connectivity** throughout downtown and the rest of Seattle as our city continues to grow

Center City Bike Network goals

Enhance **economic vitality** by offering more travel options for getting to businesses



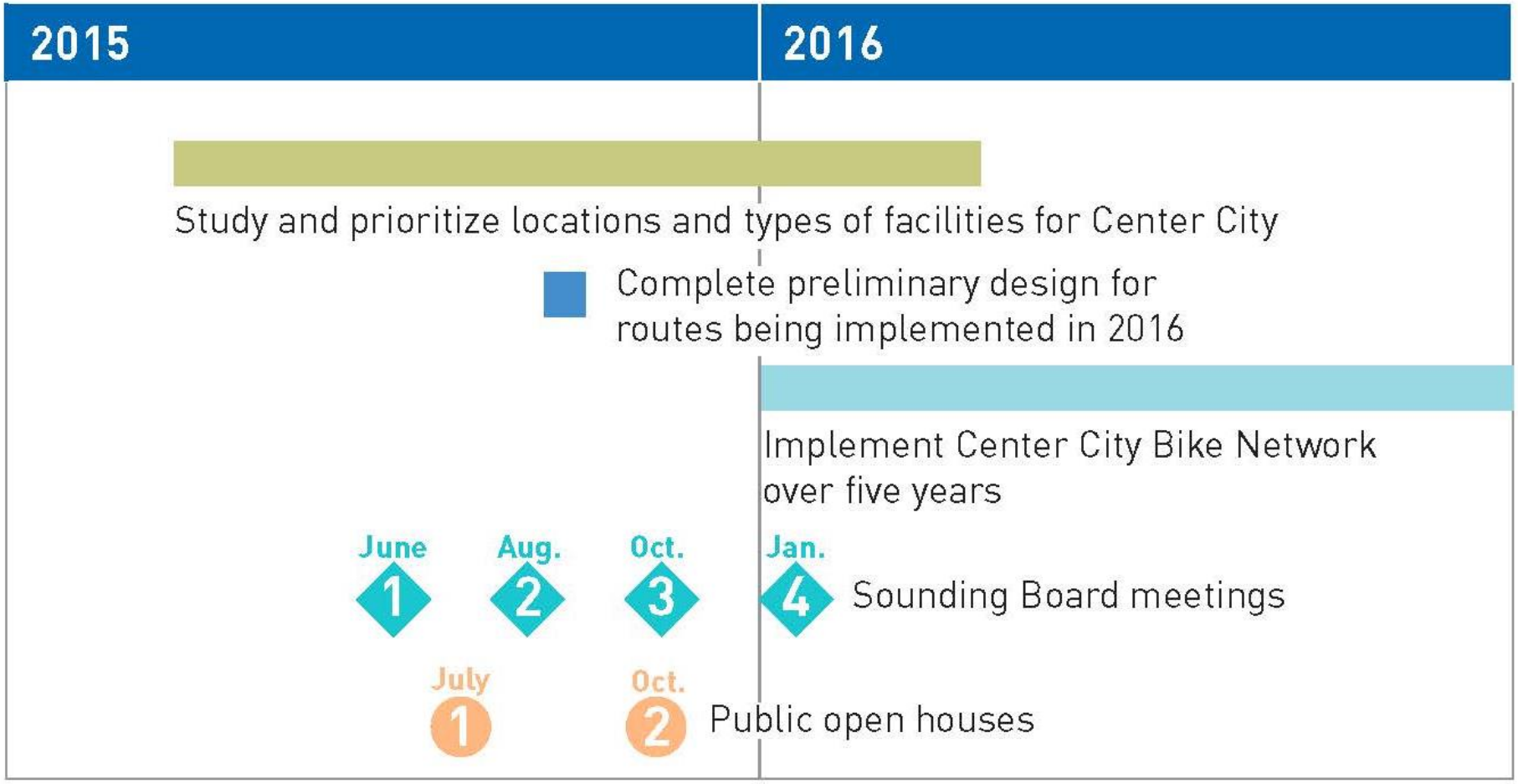
Center City Bike Network goals

Provide **affordable** travel options

Center City Bike Network goals

Promote **physical activity** and increase **ridership**

Center City Bike Network process



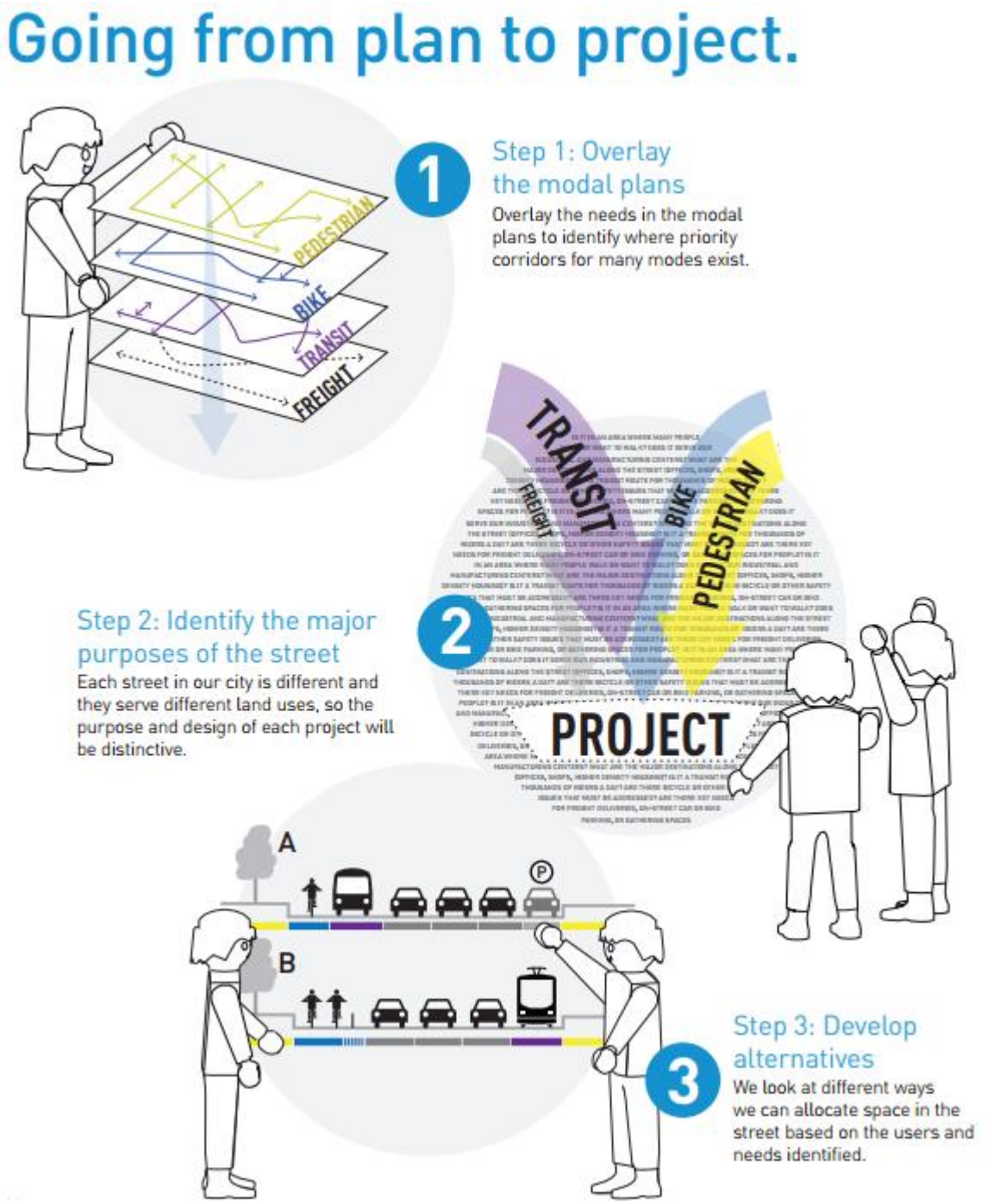
Sounding Board feedback so far

- Improve bicycle infrastructure to **increase ridership** and **accommodate growth**
- Create opportunities for **placemaking**
- **Multifaceted** approach; Integrate all modes of transportation to create **balanced corridors**

Sounding Board feedback so far

- Consider **leisure biking** for tourists
- Regulate bikes to **improve safety** on busy streets
- Encourage **sharing the road** and following the rules
- Consider how bicycling can help **people with low incomes**

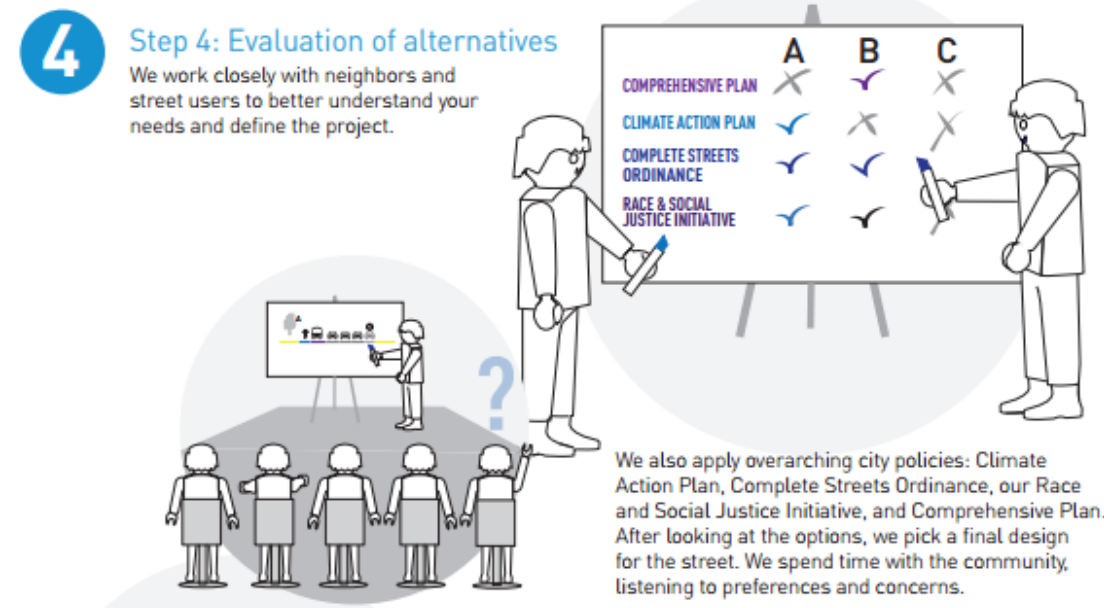
Decision making process



Decision making process

4 Step 4: Evaluation of alternatives

We work closely with neighbors and street users to better understand your needs and define the project.



We also apply overarching city policies: Climate Action Plan, Complete Streets Ordinance, our Race and Social Justice Initiative, and Comprehensive Plan. After looking at the options, we pick a final design for the street. We spend time with the community, listening to preferences and concerns.

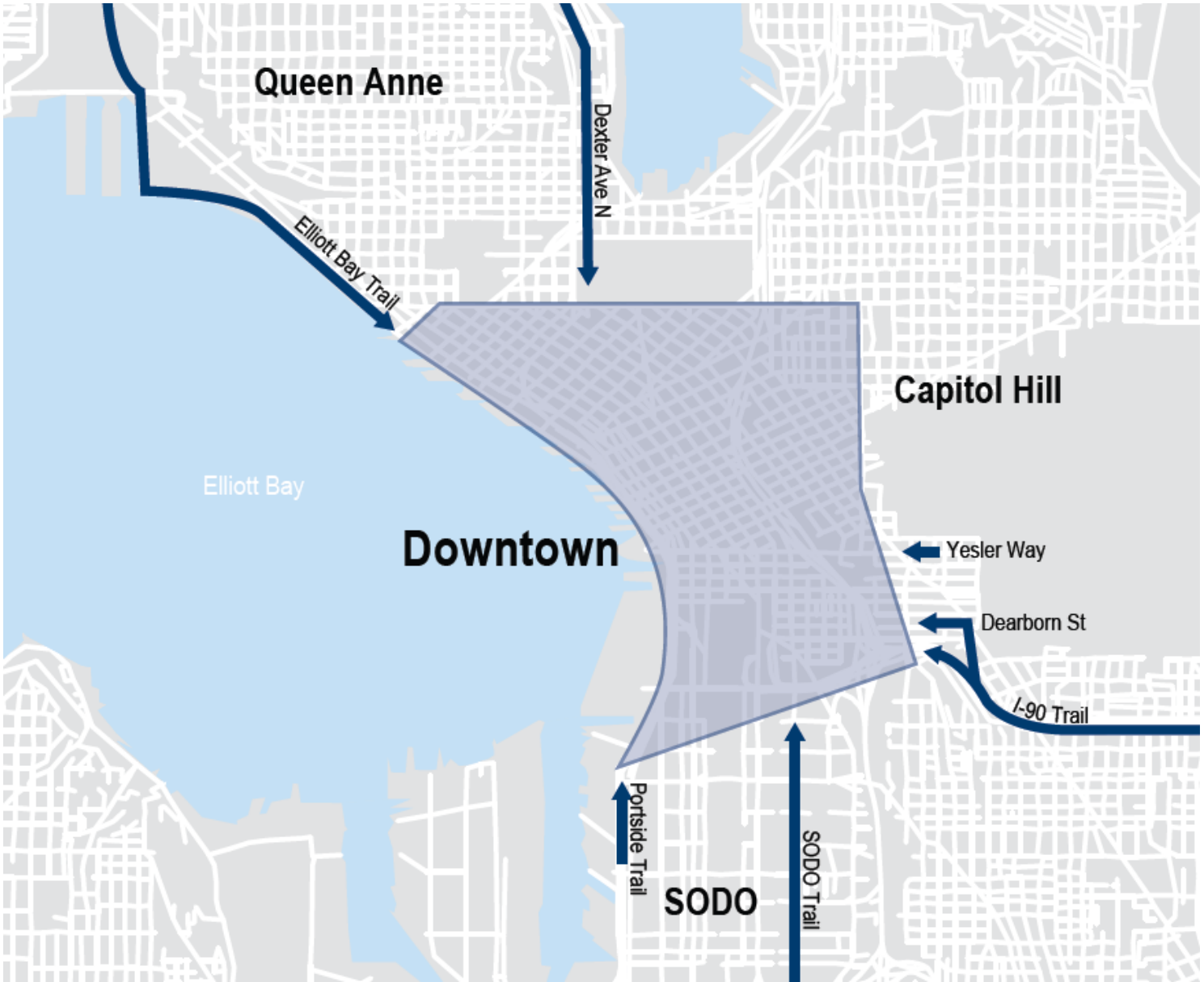
5 Step 5: Design, construct, and maintain

Our job is not finished when a project is built — it just begins. We work 24/7 to keep the transportation system in a state of good repair so it works as designed.

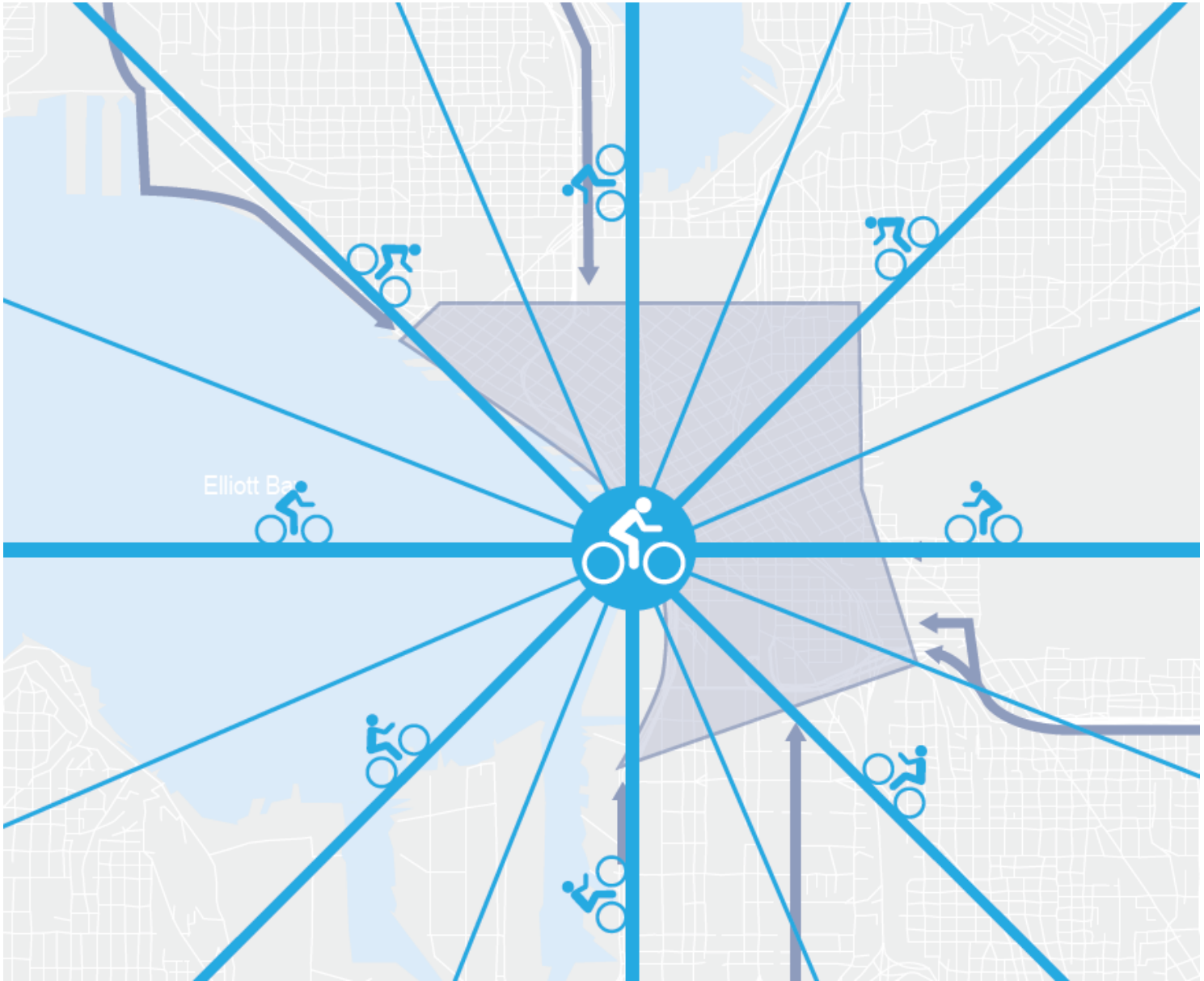
6 Step 6: Evaluate and report

We measure the results of the projects and programs we build, evaluate how pilot materials and designs work, and talk with the public. We track our progress to remain accountable to the people we serve, and continually refine and adjust our work.

What's planned?



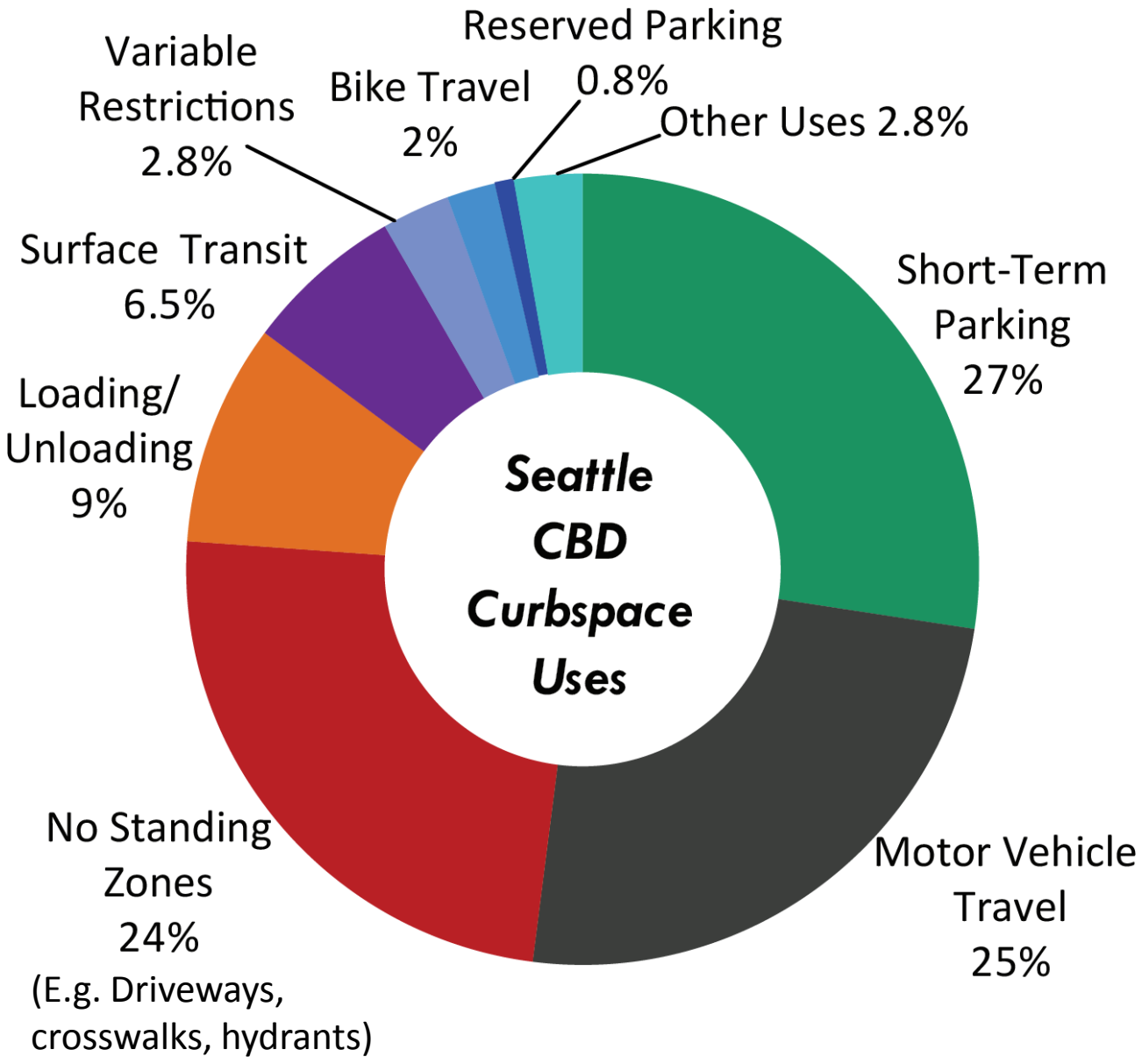
What's planned?



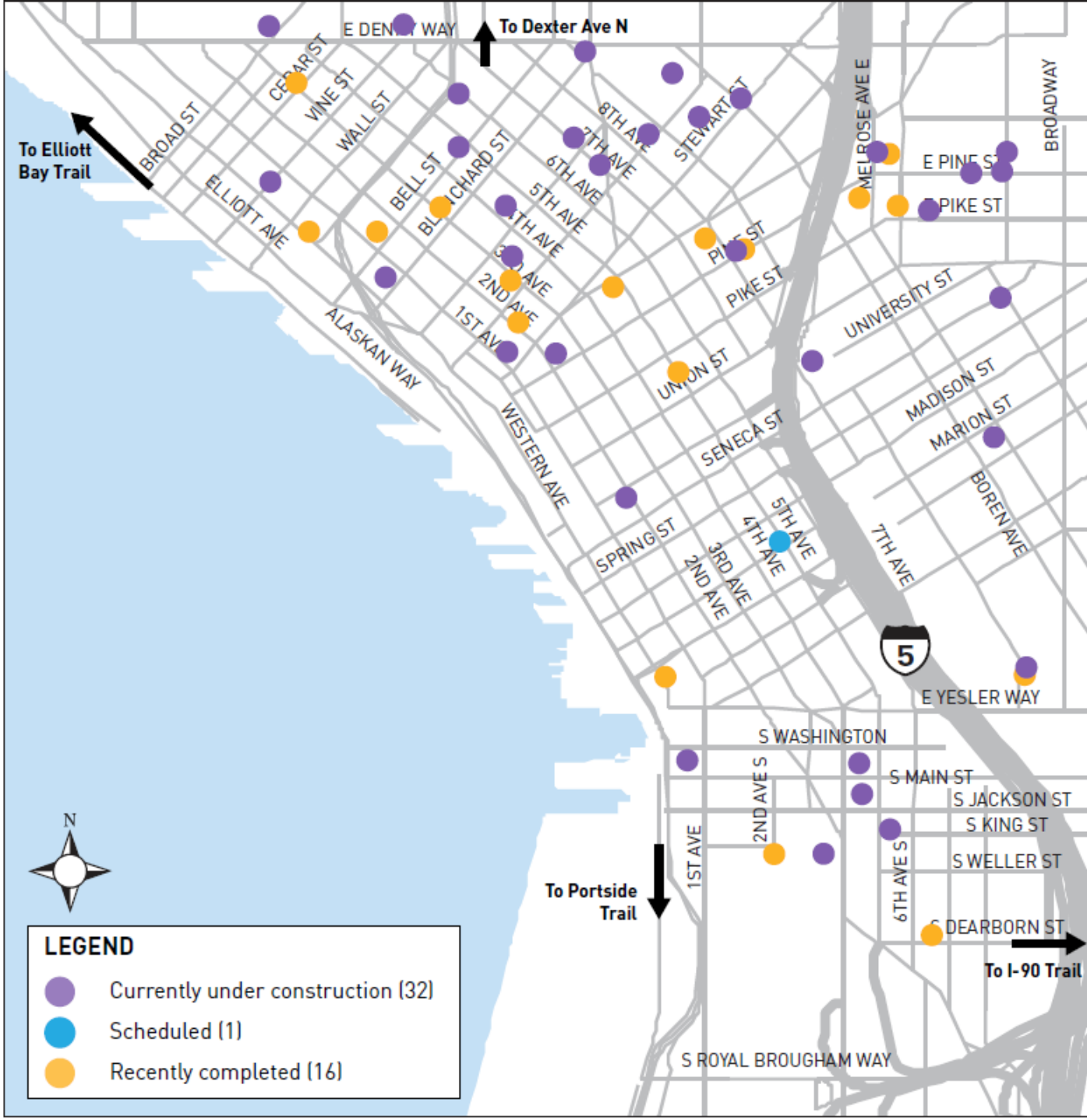
Challenges and opportunities

- Downtown streets support many different uses
- Numerous driveway entrances and turning conflicts and grades
- Large amount of private development
- Public sector investments
- Rapidly expanding transit network

Current curb uses

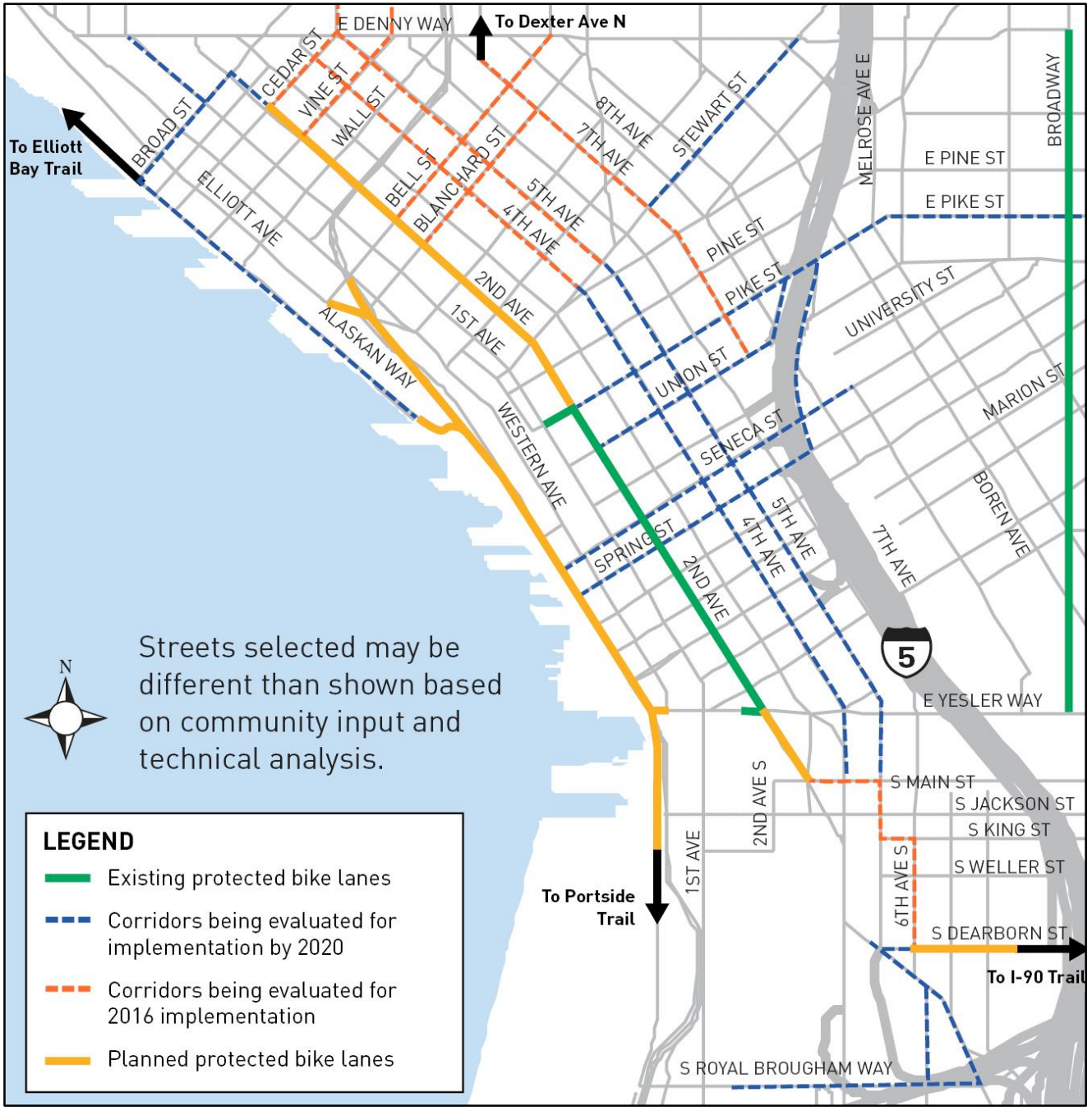


Private sector invest-ments



Public sector invest-ments

Corridors being evaluated for protected bike lanes

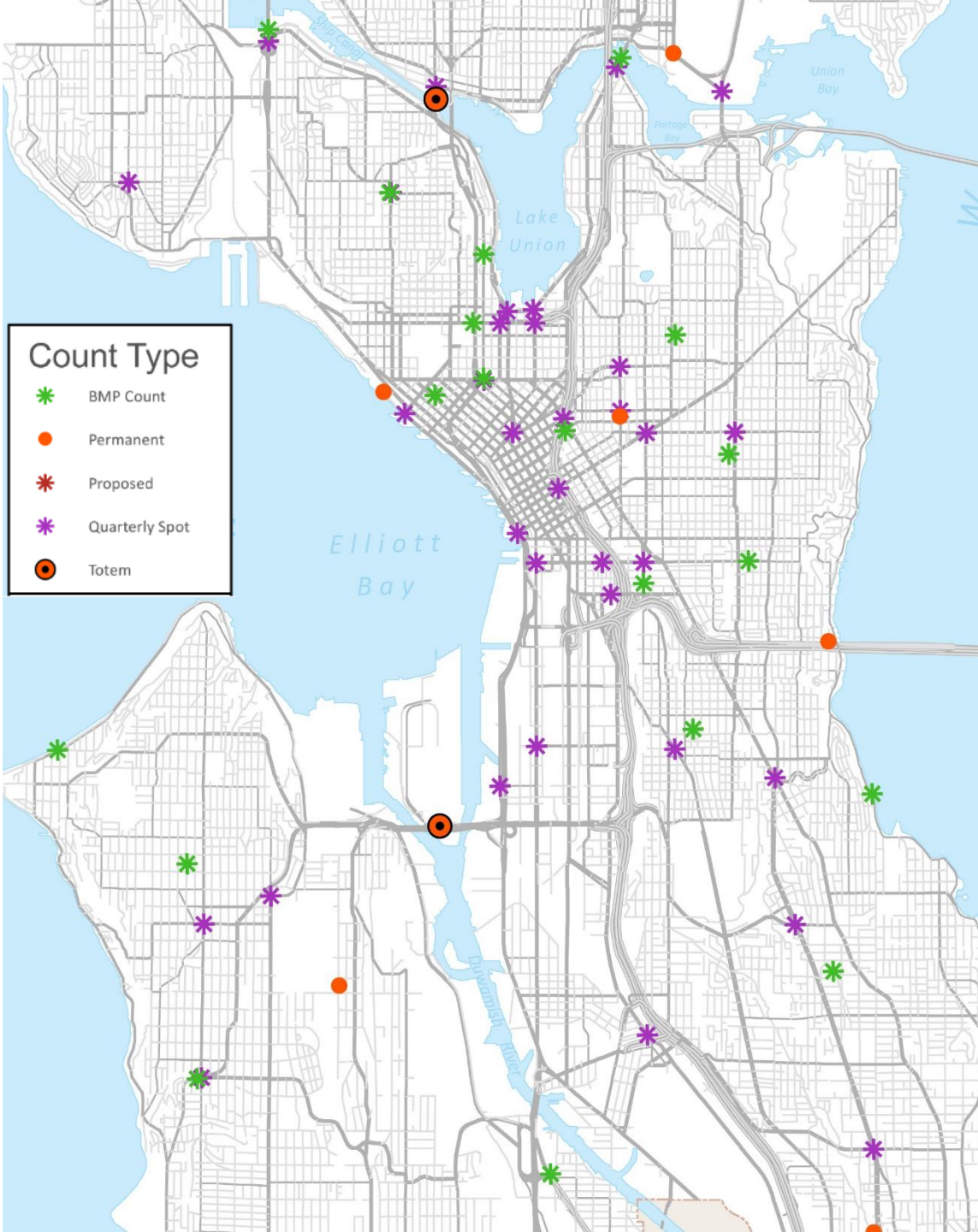


What are we evaluating?

- Where people are riding
- Topography
- Traffic analysis
- Transit, freight and pedestrian planning
- Corridor attributes such as driveways
- Private and public sector investments

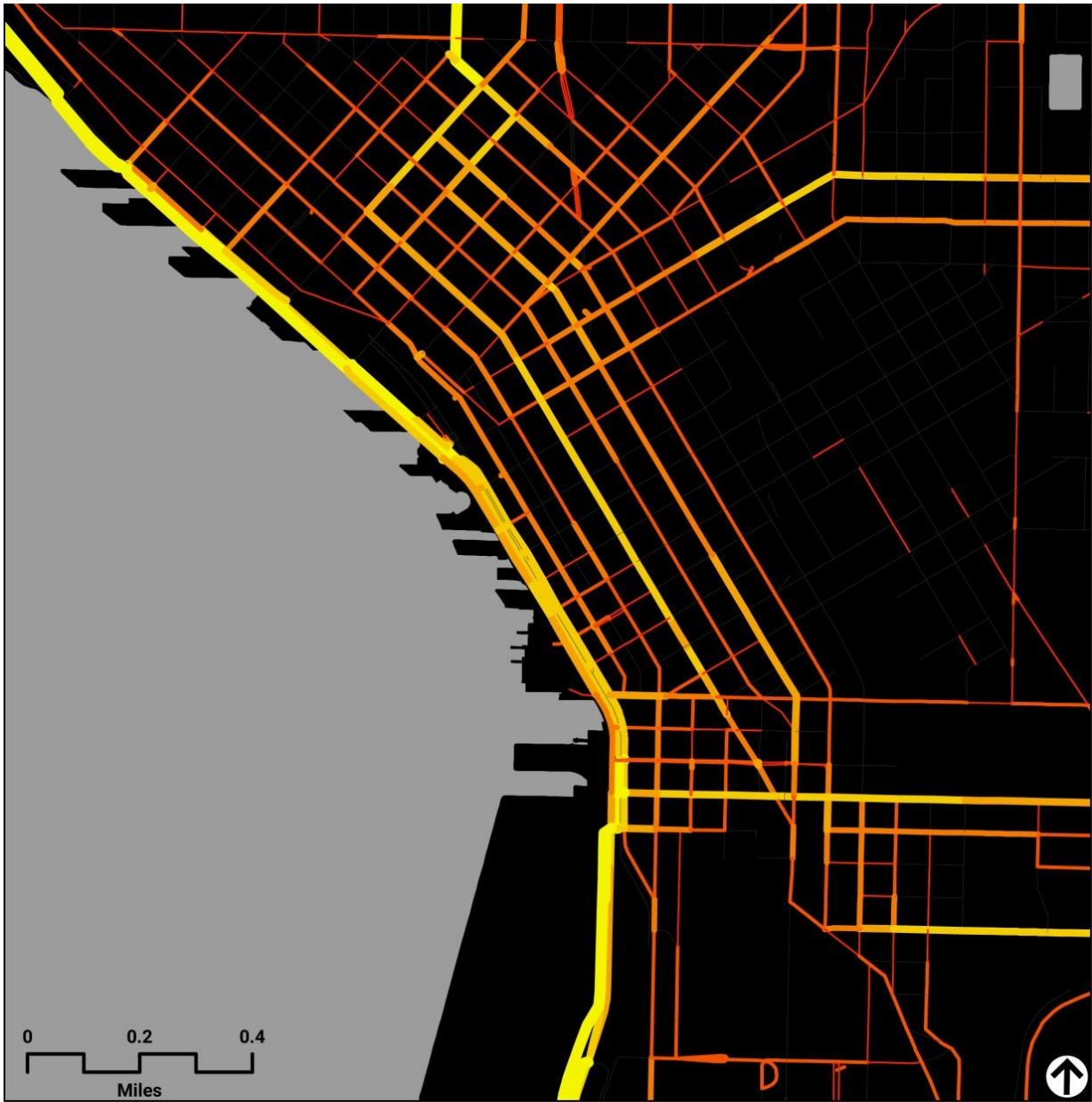
Where are people riding?

- City bicycle counts
- STRAVA data

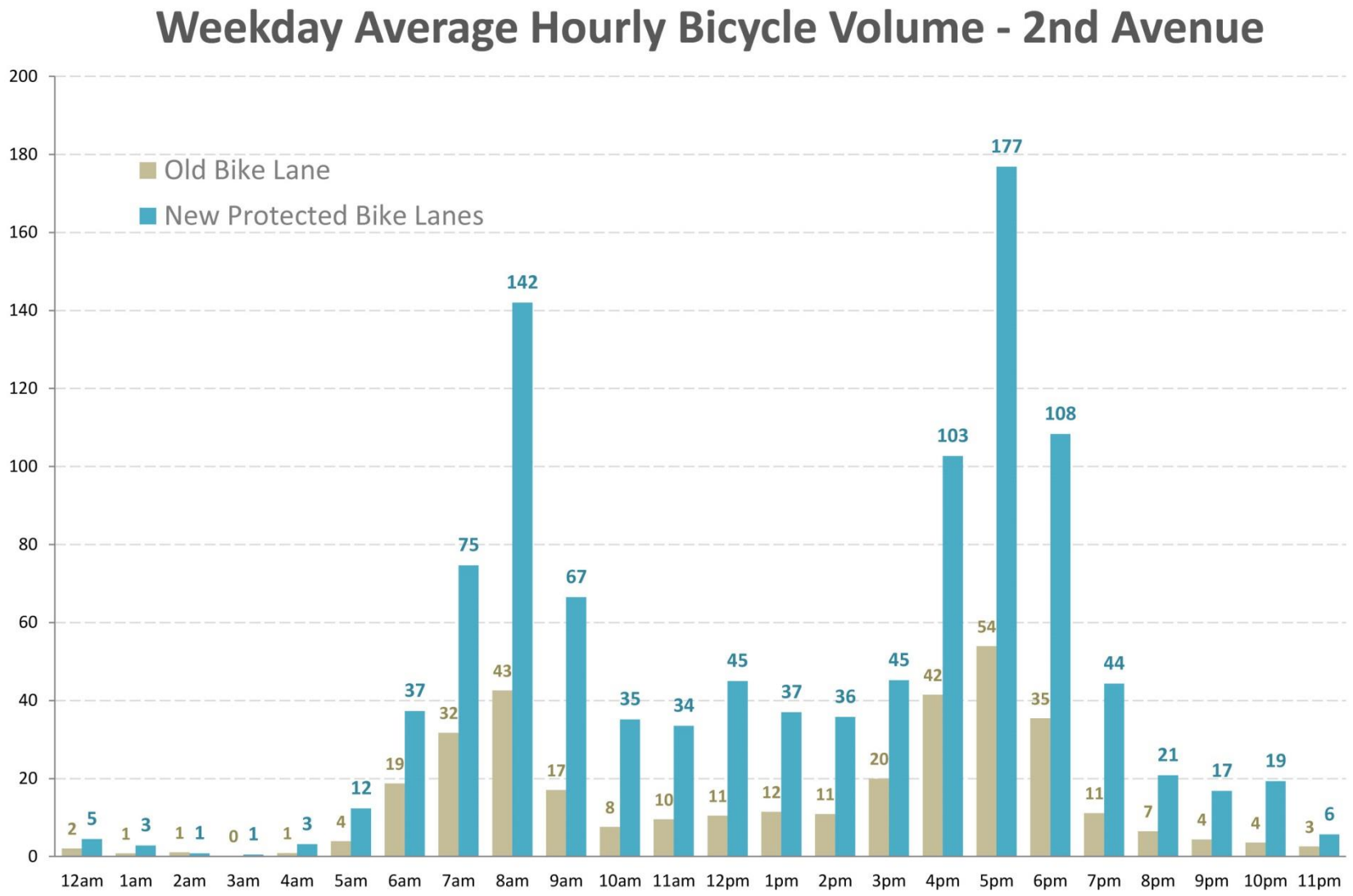


Where are people riding?

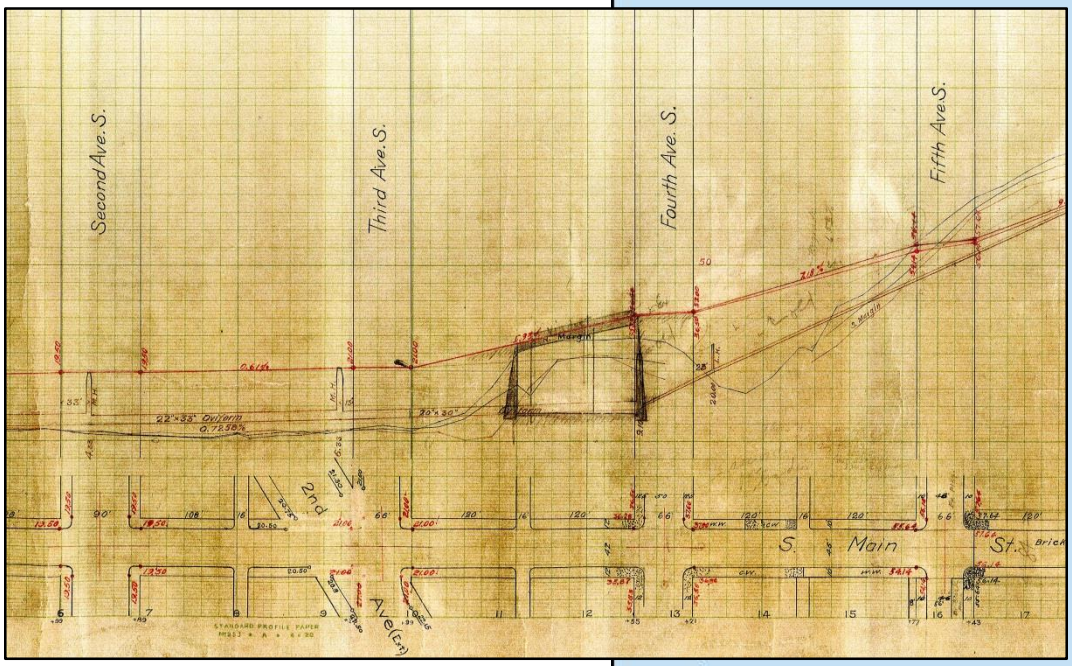
Heat map showing STRAVA data and bike counts

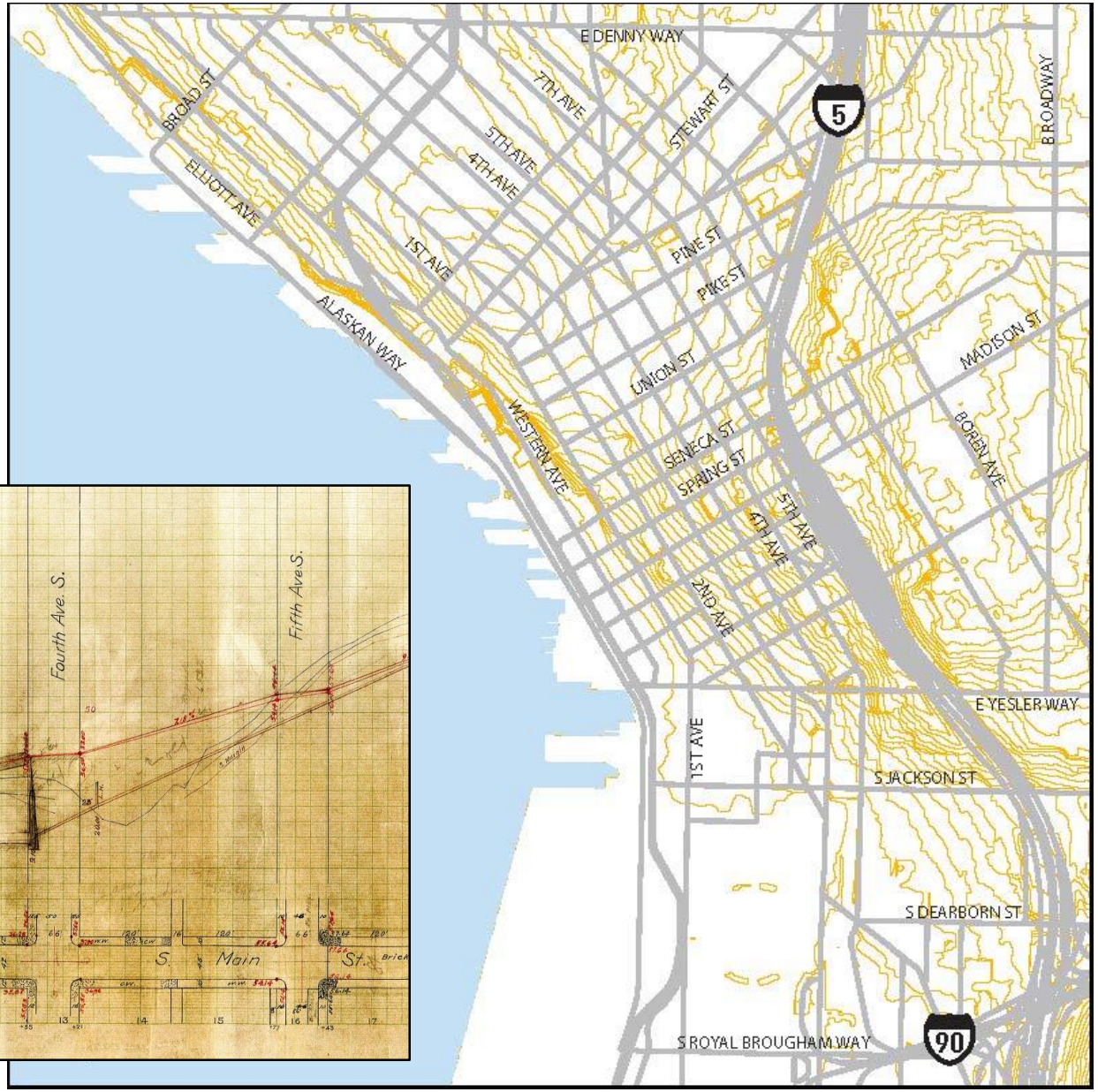


Second Ave before and after



Topography


Second Ave. S.
Third Ave. S.
Fourth Ave. S.
Fifth Ave. S.
2nd
S. Main St.
Ave(cnt)


E DENNY WAY
BROAD ST
ELLIOTT AVE
7TH AVE
5TH AVE
4TH AVE
1ST AVE
STEWART ST
PINE ST
PIKE ST
UNION ST
SENECA ST
SPRING ST
ALASKAN WAY
WESTERN AVE
5
BROADWAY
MADISON ST
BOREN AVE
5TH AVE
4TH AVE
2ND AVE
1ST AVE
E YESLER WAY
S JACKSON ST
S DEARBORN ST
S ROYAL BROUGHAM WAY
90

Traffic

Turning counts downtown

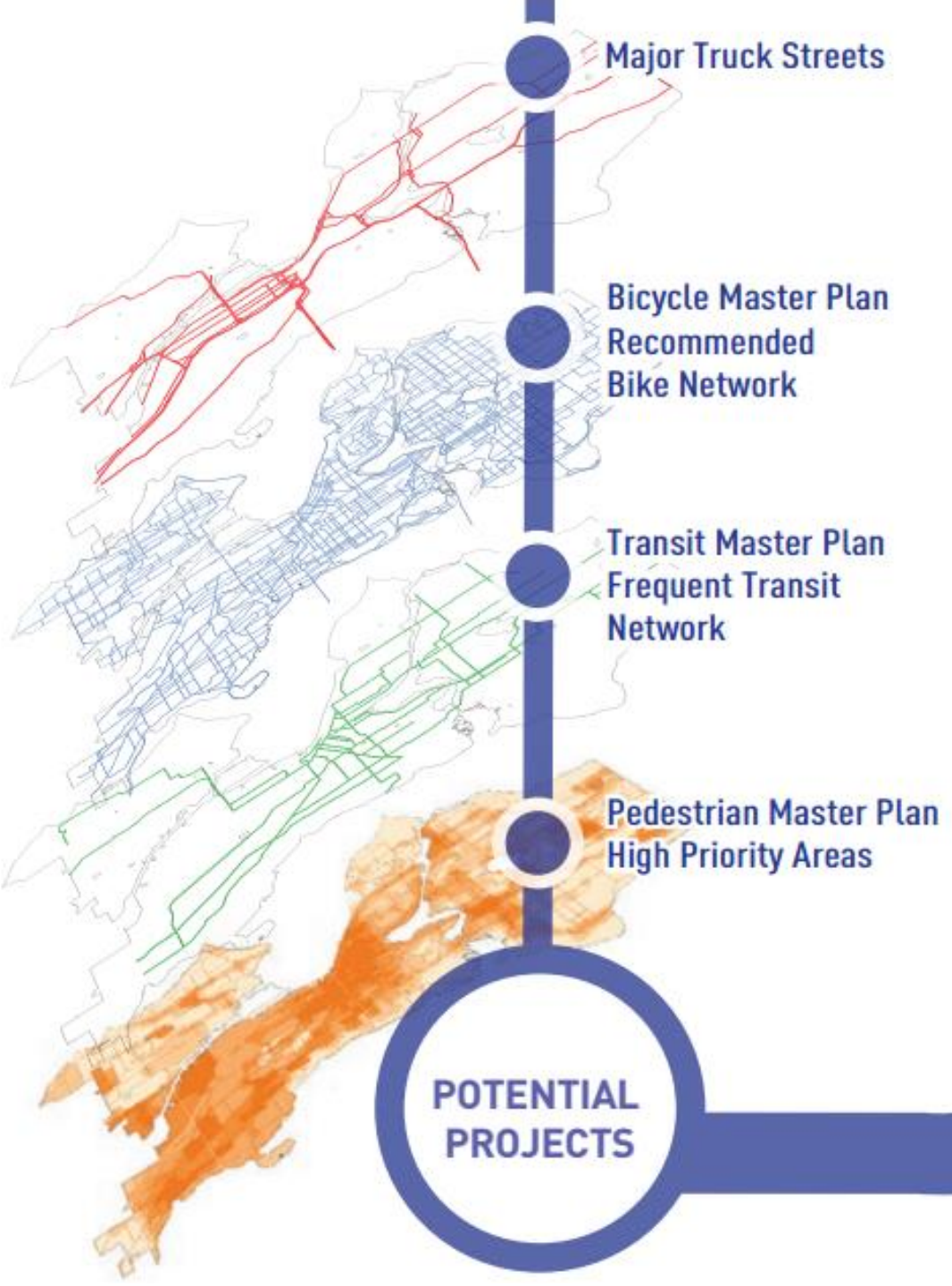
Public and private sector investments

- Streetcar on First Avenue
- Bus Rapid Transit
- Waterfront
- Pike/Pine
- Private developments

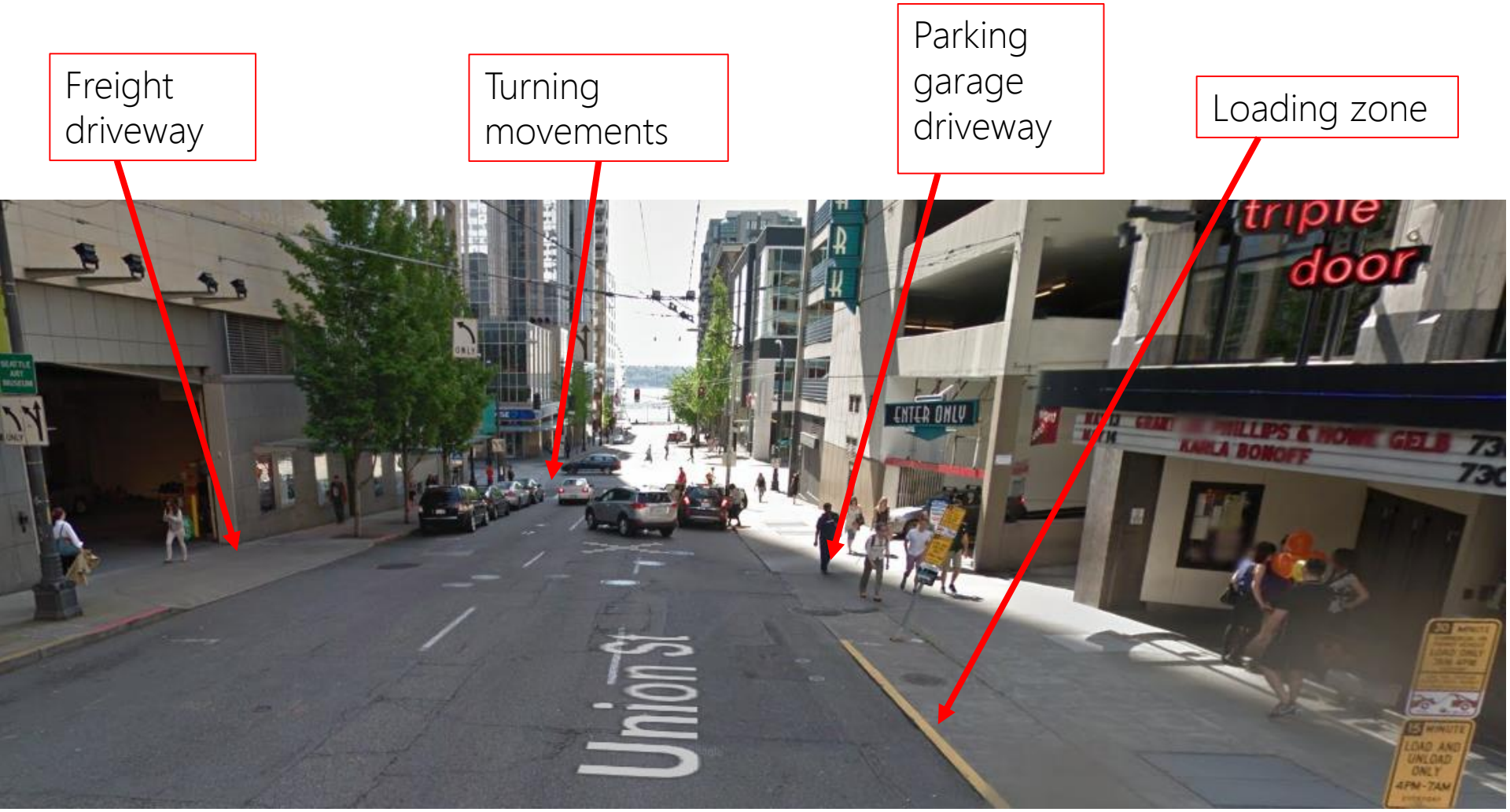
Freight, transit and pedestrians

Action: Overlay Seattle's four modal plans

Result: Create streets that move people and goods



Corridor attributes



How do we select which corridors are best for protected bike lanes?

SAFETY
- *Turning Movements*
- *Driveways*
- *Signal Phasing*
- *Buffer*

CONNECTIVITY
- *Connects to Existing Facilities*
- *Addresses System Gaps*
- *Distance / Directness*
- *Access to / from Facility*

RIDER APPEAL
- *Current Ridership Patterns*
- *Topography*
- *Origins / Destinations*
- *Facility Type / User Comfort*

CORRIDOR ATTRIBUTES
- *Existing Street Widths, Lanes, etc.*
- *Traffic Analysis Results*
- *Curb Uses*
- *Transit Routes & Access*
- *Truck Routes & Access*

CONSTRUCTIBILITY
- *Existing Signals*
- *Transit Infrastructure*
- *Existing Utilities*

UNIQUE OPPORTUNITIES
- *Public Space / Parks*
- *Public Amenities*
- *Partnership Opportunities*

Next steps

Outreach:

- Public open house #1:
  Tuesday, **July 21**
  5–7 PM at Town Hall

- Next Sounding Board meeting:
  Tuesday, **August 25**

Technical analysis:

- Evaluation criteria
- Preliminary analysis and prioritization

Questions?

WCT@seattle.gov | (206) 909-8578

http://www.seattle.gov/transportation/wct.htm

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SDOT
Seattle Department of Transportation